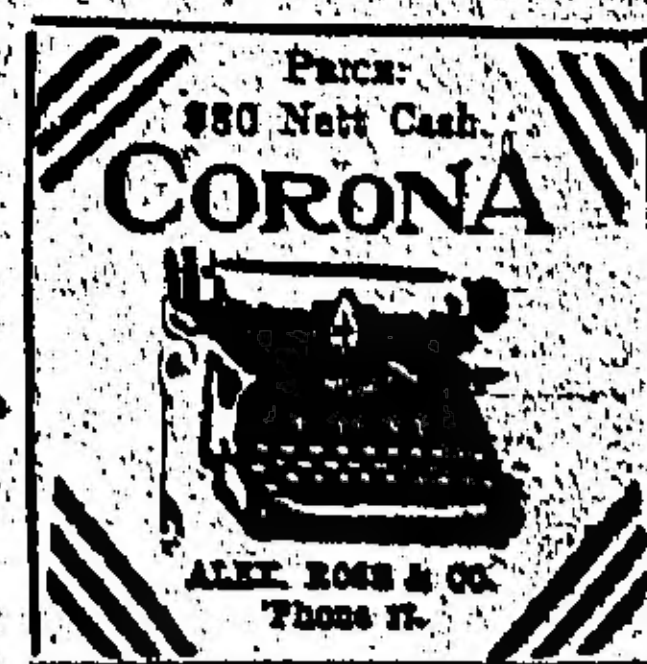


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The China Mail.

ESTABLISHED 1845



No. 17,267.

號十二月九年八十壹百九千壹英

HONGKONG, FRIDAY, SEPTEMBER 20, 1918.

午戊戌歲年七國民華中

PRICE \$3.00 Per Month



NOTICE.

ANY EUROPEAN NON-ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or Identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to Register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

**NORTH BRITISH & MERCANTILE
INSURANCE CO.**
WHICH ARE THE SHARERS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS at 31st December, 1914.
£23,970,587
I—Authorized Capital £8,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Funds..... 3,837,047
III—Life & Annuity Funds..... 17,587,590
Sinking Fund Account..... 128,230
£23,970,587
Revenue Fire Branch..... £2,381,456
Life and Annuity..... 2,141,693
Branches..... 337,239
Revenue Marine Department..... 478,940
Other Receipts..... 25,338,228

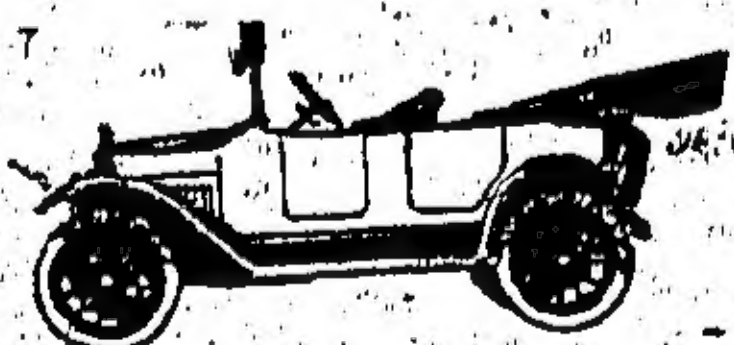
The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.
SHEWAN, TOMES & CO.,
Agents.

**PEAK TRAMWAYS COMPANY,
LIMITED.**
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.15 p.m. Every 15 minutes.
3.15 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
NIGHT CARS.
8.30 p.m., 9.30 p.m., 10 p.m., 11 p.m.,
11.30 p.m. and 11.45 p.m.
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12 noon Every 15 minutes.
12 noon to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.
SATURDAYS EXTRA CARS.
1.30 p.m. and 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.
Season and punch tickets available for
all cars but already full running at the
time stated in the Company's time tables.
But not for special cars, can be obtained
on application at the Company's Office.
No Season tickets will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comptometer order
representing Bank Note.
JOHN D. HUMPHREYS & SON,
General Managers.

METEOR GARAGE



Sole distributors of
MAXWELL CARS.

Automobiles for Hire and
for Sale
at reasonable Price.

Phone 2500.
65 Des Voeux Road
Central.

TANG YUK DARTY, successor of
late SIEH TING.
214 (FACULAR STREET)
TERMS VERY MODERATE
On Commission free

BUSINESS NOTICES.

W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies.

**HONGKONG, CANTON & MACAO
STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.
Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.
SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.
Sailings—S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.).
S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays excepted).
S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.).
S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays excepted).

Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. T. W. COOK & SON, Booking Agents, Hongkong.



**WATSON'S
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THE PREMIER SCOTCH OF
THE FAR EAST
FOR 25 YEARS.

POPULARITY MAINTAINED BY ITS EXCELLENT
QUALITY. NOT BY EXPENSIVE WORLD-WIDE
ADVERTISING.

A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.
Telephone No. 616.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART
MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

GRAND HOTEL.

A first-class and up-to-date Hotel, most central location within the vicinity of all the principal
banks. Noted for the best food, restaurants, Accommodation and Clean lines.
A first-class Dining Room, renders selections from 2.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for Shipping People.
For further particulars apply—
W. BARKER,
Manager.
Telephone No. 197. Telegraphic Address "COMFORT."

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)
107 HOUSE STREET.
Under American Management.
Nice and quiet, yet only a few minutes' walk from the Banks and General
District. 42 Bed-rooms, Excellent Cuisine, Scrupulously Clean. Moderate Terms.
Monthly and Family Rates on application to the Proprietors.
Lunches, Most Passenger Road.
Telegraphic Address "CARLTON."
MRS. F. E. CAMERON.

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TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS—
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GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

JUST ARRIVED

LATEST

ENGLISH and AMERICAN

BOOTS & SHOES

IN

BROWN and BLACK

FOR

LADIES and GENTLEMEN.

Also New Shipment of

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PRICES MODERATE.

YEE SANG FAT CO.,

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IT WHILE AWAY.

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"CHINA MAIL" OFFICE.

THE WAR.

ANOTHER BRITISH ATTACK.

OVER 6,000 PRISONERS.

(Reuter's Service to the China Mail)

**ANOTHER FINE BRITISH
ATTACK.**

OVER 6,000 PRISONERS.

BULLIANT OPERATIONS.

London, Sept. 19.
12.10 a.m.

Field-Marshal Sir Douglas Haig
reports:—

The troops belonging to the Third
and Fourth British Armies attacked
with complete success at 5.20 this
morning on a front of about 10 miles
between Holzon and Gouzeaucourt.
Our troops on the whole of this front,
advancing in heavy columns and main-
taining the enemy's positions by
assault and swept over the old British
trench systems of March, 1918.
They reached and captured the outer
defences of the Hindenburg Line in
wide sectors.

The English and Scottish troops
on the right captured Fresnoy-le-
Petit, Berthaucourt and Pontru,
meeting and overtopping strong re-
sistance, particularly on the extreme
right.
On the right centre two Aus-
trian Divisions captured Le Yaguer,
Villars and Hargicourt. Pushing
forward with great determination,
they established themselves in the
old German advanced positions west
and south-west of Bellicourt, having
penetrated the enemy's defences to
a depth of three miles.

On the left centre the 74th Yeom-
anry Division and other Divisions,
composed of East County and Lon-
don troops, captured Templeux-le-
Guérard, Ronsey, Epéhy and
Pezières, also penetrating to a great
depth.

North of Pezières the 21st Divi-
sion attacked over the north portion
of the sector, which was defended
by it so gallantly on 21st-22nd
March. Having captured its old
front trenches with the strong point
of Vauzellette Farm and beaten off
a counter-attack, it pushed forward
for more than a mile beyond this
line, capturing several hundred pris-
oners and a battery complete with
tealins.

On the left the English and Welsh
troops carried the remainder of the
high ground south of Gouzeaucourt,
reaching the outskirts of Villers
Guislain and capturing Gausche
Wood.

We captured over 6,000 prisoners
and a number of guns in the course
of these successful operations.

BRITISH AERIAL ACTIVITIES.

**HOSTILE MACHINES BROUGHT
DOWN OVER ALLIED LINES.**

London, Sept. 18.

Field-Marshal Sir Douglas Haig,
reporting on aviation, says:
Enemy aircraft was less active on
the 17th. The British carried out
reconnaissance photography through-
out the day, far beyond the German
lines and destroyed 11 machines and
drove down five. Ten British
machines are missing.

We heavily bombed three German
aerodromes at night. We brought
down three large hostile night-
bombers over our lines. One British
night-flier is missing.
We dropped 20½ tons of bombs in
24 hours.

THE GERMAN REPORT.

London, Sept. 19.

A wireless German evening report
states:—
The British and French attacked
on a wide front from Hargicourt
Wood to the Somme. Our counter-
attacks are progressing.

The enemies penetrated our centre
between Hargicourt and Emignon-
brook. Elsewhere the attacks failed.

**BRITISH ADVANCE A
FINE FEAT.**

**DOGGED AND STIFFED ENEMY
RESISTANCE.**

**RESULTS OF HIGH VALUE
ACHIEVED.**

London, Sept. 18.

Reuter's Correspondent at British
Headquarters, telegraphing this
evening, says:—

In to-day's fighting near St. Quan-
tin, the enemy fought doggedly, and
evidently with a clear conception of
the great strategic importance of this
ground.

The weather helped in some mea-
sure by decreasing observation in the
early stages, so that we were occa-
sionally almost on the top of the
enemy before he observed us.

On the other hand, the rain ren-
dered the ground slushy and diffi-
cult going. In the gullies the tanks
contributed to the progress.

The Germans assembled consider-
able artillery along the front of the
attack, backed by long-range guns
firing from well behind the Hinden-
burg Line, although the latter had
to restrict their shooting to the com-
paratively few targets previously
registered, which did not constitute
serious obstacles to the advance.

The German Alpine corps was
carrying the brunt of the resistance
and putting up a stout struggle
around the key position of Epéhy.
The morale of some other enemy
Divisions is poor and, although the
machine-gunners generally stick to
their guns until the last, the infantry
shows a readiness to surrender.

The Australians made good pro-
gress on the right, capturing Ascen-
sion Farm, which is a strong redoubt
north of Fresnoy and Villers, upon
the spur dominating the St. Quentin
Canal.

The general impression is that it
has been a good day for the Allies.
The one spot at which there is com-
paratively little progress is around
the point of the Franco-British in-
fantry, but our guns are coming more
and more into action in this section,
taking a heavy toll of the "concent-
rated" infantry. The ground every-
where is well adapted for defence.

We gained some very important
points of observation and achieved
results of high value. Considering
the density and the elastic system
of the defences, our advance was a
very fine feat. A notable feature is
the stiffer resistance the enemy is
offering. He has apparently streng-
thened his position with fresh re-
serves. The latest news suggests
that he is steadily improving the
situation.

THE AMERICAN FRONT.

**GERMAN WITHDRAWALS IN
PROGRESS.**

London, Sept. 18.

Reuter's Correspondent at Ameri-
can Headquarters, telegraphing last
evening, says:—

The line from the St. Mihiel sector
runs along Ronvaux, Canheulles,
Pinthville, St. Hilaire, Doncourt,
Woel and Haumont, between Jaul-
me and Remicourt, just north of
Vandieres and south of Sampey, to
the old line east of Pont-a-Mousson.

The enemy has been continuing his
general withdrawals towards the pos-
tous which now constitutes his line
on our front west of Sauleuvre
Farm. He has been shelling the
quarries we captured at Norrey.

The enemy continues active aerial-
ly, and dropped bombs on the night
of the 16th on Pont-a-Mousson.
The prisoners appear well-dressed
and equipped, but of a bad
moral and inferior type compared
with those captured six months ago.

(Continued on Page 5.)

INTIMATIONS

THE HONGKONG HOTEL
COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of the new Articles of Association of the Company, the Board of Directors have this day declared an INTERIM DIVIDEND for the First Half Year ended 30th June 1918, of THREE DOLLARS (\$3) per Share.

Dividend Warrants may be obtained on application at the Company's Office on and after the 23rd September, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 23rd instant, both days inclusive.

By Order of the Board of Directors.

J. H. TAGGART,
Manager.

Hongkong, Sept. 15, 1918. 748

THE HONGKONG ROPE
MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per Share for account 1918 will be payable on THURSDAY, the 15th August, 1918. Shareholders are requested to apply for Dividend Warrants at the Company's Office St. George's Buildings, Hongkong. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th August, 1918, to THURSDAY, the 15th August, 1918, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, July 30, 1918. 833

THE CHINA BORNEO COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA BORNEO COMPANY, LIMITED, will be held at the Office of Messrs. GIBB, LIVINGSTON & CO., St. George's Buildings, Victoria, Hongkong, the Registered Office of the above-named Company, on TUESDAY, the 1st day of October, 1918, at 11.30 o'clock in the forenoon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 13th day of September, 1918, will be submitted for confirmation as a Special Resolution:

"That the new Articles already approved by this Meeting and for the purpose of identification thereof subscribed by the Chairman thereof, be and the same are hereby approved, and that such Articles be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

A copy of the new Articles referred to may be inspected by any Shareholder of the said Company at the Company's Office in Hongkong, or at the Office of Messrs. Johnson, Stokes & Master, (the Company's Solicitors) at Prince's Building, Victoria, aforesaid, on any weekday between the hours of 10 a.m. and 4 p.m.

Dated this 13th day of Sept., 1918.

GIBB, LIVINGSTON & CO.,
Agents.

751

DAIRY FARM NEWS.

JUNKET

Cannot be excelled with tinned or fresh stewed fruit.

COULOMIER CHEESE.

COTTAGE CHEESE.

Nourishing and ideal food.

DEVONSHIRE CREAM

Can always be had.

We supply Junket Tablets on application.

69

KING EDWARD HOTEL

Central Location

ALL EXCLUSIVE TRAM PASS ENTRANCES, Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.

TELEPHONE 373

TELEGRAPHIC ADDRESS
"VICTORIA." J. WITCHELL,
Manager.

VICTORIA CAFE, LTD.

24A Des Voeux Road Central
Telephone No. 2887.

We guarantee the quality of our Bread and Cakes.
We use the highest grade of materials in their Manufacture.

1367

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.

FEEDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

INTIMATIONS

THE UNIVERSITY OF
HONGKONG.MATRICULATION, SENIOR AND
JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that these EXAMINATIONS will commence on MONDAY, December 9th 1918. Arrangements will be made to hold the Examination at any town where a sufficient number of candidates offer themselves. Candidates who wish to be examined at any other place than Hongkong or Shanghai must apply to the Registrar on or before October 2nd, 1918.

Forms of entry and all particulars can be obtained on application to the REGISTRAR, The University, Hongkong.

The entry form, duly filled in, must reach the Registrar, together with the fee (Ten Dollars, Hongkong Currency), on or before October 9th, 1918.

The Examinations will be conducted according to the "Regulations for the Senior and Junior Local Examinations and for the Matriculation Examination 1918."

UNIVERSITY OF HONGKONG
Hongkong, Sept. 16, 1918. 753

ST. HILDA'S GIRLS' SCHOOL.

CANTON.

EAST PARADE GROUND.

SCHOOL RE-OPENS (D.V.) September 18th. Entrance examinations September 18th. Chinese Course, eleven years; English Course, thirteen years. Boarders' Fees: Sixty to One-hundred and eighty dollars per annum.

Principal: MISS BENDELACK,
M.A., D.E. 740

THE CHINESE OPTICAL CO.
HONGKONG BRANCH.

67 QUEEN'S ROAD CENTRAL.



The only OPTICAL HOUSE

in Far East

Awarded an Efficiency Diploma

at

Panama-Pacific

International Exposition.

SCIENTIFIC EYE EXAMINATION

All sorts of

Frames, Lenses, and Protection glasses.

"REGAL"

RECORDS

7312 Another Little Drink
(If you were the only Girl).

7502 A Broken Doll
(Keep the Kettle Boiling, Mary).

7174 They didn't believe me
(They had to swim back to the Shore).

7291 A Perfect Day
(Somewhere a Voice).

6945 The Syncopated Walk
(The Minstrel Parade).

THE ANDERSON MUSIC

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ORIENTAL PRODUCE

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HEAD OFFICE: KISS'S BUILDINGS,

HONGKONG.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Chronic Wounds.

No. 4 for Chronic Wounds, No. 5 for Chronic Wounds, No. 6 for Chronic Wounds, No. 7 for Chronic Wounds, No. 8 for Chronic Wounds, No. 9 for Chronic Wounds, No. 10 for Chronic Wounds, No. 11 for Chronic Wounds, No. 12 for Chronic Wounds, No. 13 for Chronic Wounds, No. 14 for Chronic Wounds, No. 15 for Chronic Wounds, No. 16 for Chronic Wounds, No. 17 for Chronic Wounds, No. 18 for Chronic Wounds, No. 19 for Chronic Wounds, No. 20 for Chronic Wounds, No. 21 for Chronic Wounds, No. 22 for Chronic Wounds, No. 23 for Chronic Wounds, No. 24 for Chronic Wounds, No. 25 for Chronic Wounds, No. 26 for Chronic Wounds, No. 27 for Chronic Wounds, No. 28 for Chronic Wounds, No. 29 for Chronic Wounds, No. 30 for Chronic Wounds, No. 31 for Chronic Wounds, No. 32 for Chronic Wounds, No. 33 for Chronic Wounds, No. 34 for Chronic Wounds, No. 35 for Chronic Wounds, No. 36 for Chronic Wounds, No. 37 for Chronic Wounds, No. 38 for Chronic Wounds, No. 39 for Chronic Wounds, No. 40 for Chronic Wounds, No. 41 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Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"METRION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

on

SATURDAY,

the 21st Sept., 1918, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE QUANTITY OF
SHIPS STORES, WINES, SPIRITS,
LIQUEURS, BEER, STOUT,
and SYRUPS.

Comprising:—

CHAMPAGNE, Golden State and Grand Sec; CLARETS, French Bottling; GRAVES, SAUTERNE, BURGUNDY, SHERRY; PORT, COGNAC, Manhattan, Martini and Club; LIQUEURS, Peppermint, Chartreuse, Benedictine, Triple Sec, etc.; Californian and Japanese BEER; Guinness STOUT; SYRUPS, Pineapple, Orange, Citron, Raspberry, etc.; a number of ORIGINAL CASES of OLD BOLS GIN.

A quantity of MINERAL WATERS,
TINNED FRUITS and FISH.

A number Boxes of Good CIGARS.
Catalogues will be issued.
On view from Friday, the 20th inst.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1918. 752

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

on

SATURDAY,

the 21st Sept., 1918, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

4 Sacks of COFFEE BEANS
and Ten Cases MARGARINE.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1918. 754

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

on

SATURDAY,

the 21st September, 1918, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

22 Cases SAUER KRAUT (in tins).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1918. 754

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

on

TUESDAY,

the 24th Sept., 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Embroidered and Renaissance Bedspreads, Pillow Cases, Tray Cloths, Table Covers, Table Centres, Single and Double Plain and Hemstitched Sheets, Plain Pillow Cases, White Satin Quilts, Pure Linen Damask Serviettes, Bath Towels, Turkish Towels, Glass Cloths, etc., etc.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1918. 757

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

on

TUESDAY,

the 24th Sept., 1918, at 5.30 p.m., at 10, King's Street.

One 16 ft. Half Deck SAILING BOAT complete with Sails, etc., strengthened to take Portable Motor.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1918. 767

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

on

TUESDAY,

the 24th Sept., 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS-MOUNTED AND TEAKWOOD TWIN BEDSTEADS, CURTAINS, CARPETS, etc., etc.

AND AN ASSORTMENT OF USEFUL HOUSEHOLD GOODS.

As follows:—

Chesterfield Sofas and Arm-chairs (now), Card Tables, Upholstered Suites, etc., Bedroom Furniture, comprising Brass Twin Bedsteads, Teak Twin Bedsteads, Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., Dinner Services, Crochery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, etc., Bath Room Utensils, Sundry Electro-Plated Ware.

Electric Reading Lamps, Blackwood and Teakwood Screens, Blackwood Furniture, including large Blackwood Screen, Side Tables, Chairs, Cabinets, etc., Engravings, Pictures, Eilekases and Brass Vases, etc., etc., Tennis Poles and Nets, Several Carpets new and second-hand.

Also

PIANO by John Murdoch & Co. (Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1918. 762

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

on

WEDNESDAY,

the 2nd October, 1918, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF DRESS MATERIAL, etc.

As follows:—

Blue and White Serge, Alpaca (various Colours), Flannel and Flannellette, An Assortment of Coloured Prints, White Blankets, Counterpanes, Handkerchiefs, etc., Toilet Soap, Perfumery, etc., etc.

And

Sundry Lots of LINEN GOODS.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 17, 1918. 757

TO LET.

TO LET.

A GODOWN—Central District.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, July 29, 1918. 823

TO LET.

HOUSES on Shamshu, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, July 17, 1918. 908

TO LET.

A SHOP in Nathan Road, Kowloon.

Kowloon Marine Lot No. 48, suitable for Coal Storage.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.

Alexandra Buildings.

Hongkong, July 17, 1918. 908

TO LET.

HOUSES on Shamshu, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, July 17, 1918. 908

TO LET.

HOUSES on Shamshu, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, July 17, 1918. 908

TO LET.

HOUSES on Shamshu, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

THE DUTCH CONVEY TO THE EAST INDIES.

UNPRECEDENTED VOYAGE.

[By ARTHUR H. HENDRICKS.]

The dramatic act in real politics is frequently an act of folly. The Dutch people may find that to be their experience as a consequence of their Government's decision to despatch a group of merchant ships to the Dutch East Indies under escort of a man-of-war. The whole circumstances surrounding the project are so singular as to merit examination.

In the first place, we have Holland with Germany as her near neighbour on the one hand, and Great Britain as her near neighbour on the other, the former being a military Power and the latter a naval Power; and far away are the East Indian colonies of Holland, from which she draws a large revenue. Between the Netherlands and these colonies lie the seas commanded by the British Fleet, which is maintaining a blockade of Germany. That blockade bears indirectly on Holland owing to geographical conditions. Without preliminary consultation with the Power which controls the seas, the Dutch Minister of Marine, M. Raambout, dramatically announced at a meeting of the First Chamber at The Hague on April 16 last that it had been decided to send a convoy of Government passengers and goods to the Netherlands East Indies, with a man-of-war in attendance. Since it was in the knowledge of this Minister and his colleagues that Great Britain has always refused to acknowledge the right to convey, the procedure, to state the case mildly, was not courteous. It was significant that the policy adopted was opposed even to the Dutch Ship Registration Law, which with the approval of the Dutch Government—apparently on afterthought—that law was amended for one purpose, and one purpose only—the registration of the vessels to which the Minister of Marine had committed himself in the First Chamber. But that was not all. The adventure raised other difficulties, as M. Raambout himself admitted in his speech of April 24, when he said:

Convoys on a large scale would require enormous quantities of coal, and the objection to sending ships to the East Indies consists in the supply of coal. We have in these times experienced everywhere that the refusal to supply bunker coal prevents navigation. If we wish to send convoys, we should, by sending a collier with the convoy—and that the Government intend to do—have to try to transport coal on the way at sea, and endeavour to reach the colonies without calling at a coaling port. But this can, in the present circumstances, only be done on a limited scale on account of the quantities of coal required. For this reason the Government propose to limit it to Government personnel who have to be relieved, and to Government goods which have to be despatched to the Government of the Netherlands East Indies. This imposes such a demand upon our stock of coal, and therefore on the coal of our industries, that it is the limit for the present.

IGNORING THE BRITISH BLOCKADE. In these circumstances, the preparation of the little fleet proceeded to the ignoring of the Power enforcing the naval blockade and to the ignoring of the economic conditions to which Holland, largely owing to the sale of goods to Germany, has been reduced. By the end of May the preliminaries had been settled, although in the meantime the British Foreign Office had sent word to The Hague that the British will exercise the belligerent rights of visit and search of merchant vessels should the Netherlands Government carry out their proposal. We, who have fought for our sea rights, could not do less than make that declaration, particularly in view of the disregard shown to the blockade by the Minister of Marine in making his original statement of intention. Within

a little over a month of that announcement from the Foreign Office in London the Department of Marine issued an official communiqué, in the course of which it was remarked that "it is obvious that the convoy commandant would not tolerate any examination of the convoyed ships." In other words, the rights of the blockaders of Germany were to be ignored, and ignored in the most direct manner. At the same time, particulars were given of the convoy.

Besides the warship "Hertog Hendrik," under the command of Captain de Jonckheere, who is convoy commandant, the convoy will consist of steamship "Tabanan," transformed into an auxiliary cruiser, of Rotterdam Lloyd, under command of Captain Goosens, and very probably steamer "Noordam," of Holland-America Line as passenger ship, and steamship "Bongkalis," of Netherland Company, as collier. Ships will leave Rotterdam about middle of June, and, avoiding on voyage areas declared by belligerents to be dangerous, will proceed round Cape of Good Hope. Stock of coal will be replenished as far as necessary out of the "Bongkalis" either in neutral ports or at sea outside territorial waters of belligerents. Duration of voyage estimated at about three-and-a-half months.

In those circumstances this project was developed. Let there be no misconception. Apart from the naval and political issues raised, alike dangerous to Holland, the convoy must throw a heavy expense on the Dutch people, at a moment when they have merited our sympathy owing to the expense and privation which the war has thrown upon them. This voyage will probably cost them, at least half a million sterling; and perhaps, well nigh twice that amount. But there is more in it than that. The coal which the ships will use will apparently be German coal—that is my information—the price to be paid being over 24 a ton. Nothing is said in the White Paper, which has been issued as to the real, rather than ostensible, ownership of the three merchant ships which will be employed in this adventure. Are they entirely Dutch, or are they partly owned by Germans? The question is of some importance, because the interest of the Germans in Dutch shipping, particularly the Shipping and Coal Company of Rotterdam, has always been considerable.

AN INEXPLICABLE INCONSISTENCY. Now in these circumstances what attitude ought the British Foreign Office to have assumed when its preliminary warning was ignored? A seaman would have bluntly refused to compromise on the matter. There can be no question as to his view, especially in the light of the course which events had taken. Mr. Balfour, however, decided on a compromise, which does undoubtedly represent a bargaining over our sea rights, whether justified by special or general considerations I need not pause to consider. In the memorandum to the Netherlands Government of June 7, which has just been published, attention was, in the first place, called to the inconsistency between the advertised innocence of the merchant ships' voyage and the decision to escort them with Dutch men-of-war, denying to the Allies the right of visit and search. "The sending of the convoy at all is hardly capable of explanation, except on the assumption that the convoyed vessels are to be protected in some transaction which the belligerents do not recognise as legitimate." There has been, and can be, no answer to that indictment. If the mission is innocent, judged from a naval, economic, or political standpoint—and they are all affected—its armed protection is unnecessary. While proclaiming that "his Majesty's Government cannot consent to any abatement of the right which they claim to search vessels under neutral convoy," the Foreign Office proceeded to state that they would agree to a compromise—in other words, an abatement for this occasion. In effect, full particulars; it was declared, should be furnished of the cargo and passengers, the latter to include only Dutch officials and their families, together with a guarantee that "no goods shipped in the convoy are either wholly or in part of enemy origin"; it was also stipulated that no ordinary mails, correspondence, printed matter, or parcels were to be carried. In reply to this declaration the Netherlands Government sent a Note, confused and inconclusive, because it failed to explain the inconsistency involved in escorting by men-of-war a group of innocent ships, and thus increasing the coal difficulty to which the Dutch Minister of Marine himself referred in the early stage of this inexplicable and costly adventure. The more ships, the more coal consumed; and the Dutch will be shivering for want of coal in a few months.

We in the British Isles shall watch with lively interest the development of an incident unparalleled in British annals. It may be left at that, with the expression of the hope that no harm will come to the Allied cause as a consequence; and that the precedent thus established will never in any circumstances be repeated.

PRINCE ALBERT'S SPEECH.
FIRST PUBLIC APPEARANCE OF THE ROYAL AIRMAN.
Prince Albert, the Royal Airman, made his first public appearance lately, when, as president of King George's Fund for Sailors, he attended the annual meeting at the Mansion House. He was received by a guard of honour of training school boys and veterans of the merchant service.

Wearing the uniform of the Royal Air Force, the Prince said that although the public on shore saw little of the sailor and less of his work, the generous support which the fund had received indicated how highly his efforts were appreciated.

"The sailor's profession is not a comfortable one even in peace times," he added, "and the extreme hard-ship and dangers endured in war time call for sympathy and understanding from his fellow-countrymen. As one who has been in the Fleet I should like to tender my thanks, in the name of and on behalf of those serving on the sea on whatever duty or in whatever sphere, for the very hearty support given by all classes of citizens to the fund."

THE ORIGIN OF "ALIENS."
When did we begin to talk of "aliens"? The word is unknown to the London constables who compiled for Queen Elizabeth a generally intimate record of the non-English living in her capital. They are called "strangers." That uncouth word "naturalisation" is also unknown. "Free denizen" is the correct phrase.

The number then living in London must have been relatively great, if Blackfriars and St. Katharine's near the Tower are true witnesses. For the latter half of Dutch 212, of French 48, and of Scottish 7, Blackfriars was still more thickly populated with aliens. Their names are preserved, with their trades, their churches, and the number of their children and servants. These printers and letter casters of Blackfriars appear to have come either "for to get their living" or "for religion."

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Hongkong, April 1, 1912.

THE DUTCH CONVEY TO THE EAST INDIES.

UNPRECEDENTED VOYAGE.

[By ARTHUR H. HENDRICKS.]

The dramatic act in real politics is frequently an act of folly. The Dutch people may find that to be their experience as a consequence of their Government's decision to despatch a group of merchant ships to the Dutch East Indies under escort of a man-of-war. The whole circumstances surrounding the project are so singular as to merit examination.

In the first place, we have Holland with Germany as her near neighbour on the one hand, and Great Britain as her near neighbour on the other, the former being a military Power and the latter a naval Power; and far away are the East Indian colonies of Holland, from which she draws a large revenue. Between the Netherlands and these colonies lie the seas commanded by the British Fleet, which is maintaining a blockade of Germany. That blockade bears indirectly on Holland owing to geographical conditions. Without preliminary consultation with the Power which controls the seas, the Dutch Minister of Marine, M. Raambout, dramatically announced at a meeting of the First Chamber at The Hague on April 16 last that it had been decided to send a convoy of Government passengers and goods to the Netherlands East Indies, with a man-of-war in attendance. Since it was in the knowledge of this Minister and his colleagues that Great Britain has always refused to acknowledge the right to convey, the procedure, to state the case mildly, was not courteous. It was significant that the policy adopted was opposed even to the Dutch Ship Registration Law, which with the approval of the Dutch Government—apparently on afterthought—that law was amended for one purpose, and one purpose only—the registration of the vessels to which the Minister of Marine had committed himself in the First Chamber. But that was not all. The adventure raised other difficulties, as M. Raambout himself admitted in his speech of April 24, when he said:

Convoys on a large scale would require enormous quantities of coal, and the objection to sending ships to the East Indies consists in the supply of coal. We have in these times experienced everywhere that the refusal to supply bunker coal prevents navigation. If we wish to send convoys, we should, by sending a collier with the convoy—and that the Government intend to do—have to try to transport coal on the way at sea, and endeavour to reach the colonies without calling at a coaling port. But this can, in the present circumstances, only be done on a limited scale on account of the quantities of coal required. For this reason the Government propose to limit it to Government personnel who have to be relieved, and to Government goods which have to be despatched to the Government of the Netherlands East Indies. This imposes such a demand upon our stock of coal, and therefore on the coal of our industries, that it is the limit for the present.

IGNORING THE BRITISH BLOCKADE. In these circumstances, the preparation of the little fleet proceeded to the ignoring of the Power enforcing the naval blockade and to the ignoring of the economic conditions to which Holland, largely owing to the sale of goods to Germany, has been reduced. By the end of May the preliminaries had been settled, although in the meantime the British Foreign Office had sent word to The Hague that the British will exercise the belligerent rights of visit and search of merchant vessels should the Netherlands Government carry out their proposal. We, who have fought for our sea rights, could not do less than make that declaration, particularly in view of the disregard shown to the blockade by the Minister of Marine in making his original statement of intention. Within

a little over a month of that announcement from the Foreign Office in London the Department of Marine issued an official communiqué, in the course of which it was remarked that "it is obvious that the convoy commandant would not tolerate any examination of the convoyed ships." In other words, the rights of the blockaders of Germany were to be ignored, and ignored in the most

TELEGRAMS.

(Continued from Page 1.)

FURTHER FRENCH ADVANCE.

DESPERATE ENEMY RESISTANCE.
MORE POINTS CAPTURED.

LONDON, Sept. 19, 1.15 a.m.
A French communiqué states:—
During the day our troops, operating in conjunction with the British Army, progressed in the region west of St. Quentin.

Between Holnon and Essigny-le-Grand on a front of ten kilometres, notwithstanding desperate resistance, we advanced our lines to an average depth of two kilometres and reached the western outskirts of Francilly and Silenay.

We captured Savy Wood and Fontaine-Clérge, and further south we held the southern outskirts of Contesmes. We approached Essigny-le-Grand and took several hundred prisoners.

North of the Aisne we continued in progress west of Juvy. The enemy delivered strong counter-attacks on the plateau east of Allennes. Our counter-attack drove the enemy back and resulted in fresh gains of ground and 130 prisoners.

FRENCH TWO MILES FROM ST. QUENTIN.

INFILTRATION TACTICS.
ALTERNATE WITH RUSHES.

VAIN ATTEMPT TO HOLD UP ALLIED ADVANCE.

LONDON, Sept. 19.
Reuters' Correspondent at French Headquarters, telegraphing this evening, says:—

General Debeney's Army continues to advance in the direction of St. Quentin, in conjunction with the British.

In the north very vigorous resistance was offered by the Germans a few hundred yards in front of the Hindenburg Line, which runs west of the town whose suburbs form part of the defence. Groups of infantry, bravely supplied with machine-guns, are dotted everywhere, endeavouring to hold up our advance, but in vain, for the French are attempting rushes with infiltration tactics and are steadily progressing. They are now only two miles from the suburbs of St. Quentin and are already holding some of their old trenches on a wide stretch of front.

GERMAN ARMY DISCOURAGED.

BY ALLIED SUCCESS.

LOW MORAL OF ENEMY TROOPS.

LONDON, Sept. 18.
Reuters' Correspondent at American Headquarters, telegraphing this afternoon at 5 o'clock, says:—
Patrols report that the enemy is running out of ammunition, suggesting his intention to leave, but he is strengthening the dugouts at strong points along the Hindenburg Line. Much movement of men and weapons is noted in the vicinity of Manatour, Containe and Chambley.

Five prisoners have been taken belonging to the 14th Storm Battalion. Such battalions are never used for line work, except when the enemy is hard pressed for reserves. The prisoners are agreed on the lowness of their own moral, and admitted that the Army is greatly discouraged by the British and American successes.

BRITISH ATTACK WITH LIMITED OBJECTIVES.

TO PIERCE OLD MARCH LINE.

LONDON, Sept. 18.
Reuters' Agency learns that this morning's British attack was with limited objectives, to pierce the old March line. The enemy fought well.

An important feature of the advance is that the British not merely pushed their old line of March 21st but attained very great success near Bellcourt, where the St. Quentin Canal, which is practically an integral part of the Hindenburg line, runs three or four miles underground. This tunnel, begun near Bellcourt, and ends near the villages of Catel and L'Empire. The heights commanding the tunnel are now largely in British hands, and the Germans at this point cannot hope to oppose the advance of the tanks by flooding the country.

RAPID DEVELOPMENTS
FORESHADOWED.

MARSHAL FOCH'S AIM.

SMASHING THE HINDENBURG LINE.

PARIS, Sept. 18.

The Military expert of the newspaper *Evénement* foreshadows developments in the immediate future. Henceforth, he says, the struggle will continue uninterrupted. Several sectors are equipped for the offensive, giving Marshal Foch a variety of choices.

The first great aim is the smashing of the hinge of the Hindenburg line behind the St. Quentin-Laon line, causing the obliteration of the huge salient from Flanders to Arras.

BALKAN OFFENSIVE.

ENEMY REINFORCEMENTS
BROUGHT UP.CONSIDERABLE BOOTY TAKEN
BY ALLIES.

LONDON, Sept. 19.

A French Eastern communiqué states:—

Despite important reinforcements hastily brought up and the desperate defence, the Allied offensive continued successfully on the 17th. All the day's objectives were reached and attacks developed on a front of 35 kilometres. We reached a maximum depth of 12 kilometres.

The Serbians, co-operating with the French and the Hellenic detachments, after a severe struggle, captured the villages of Zovik and Stravina, and the heights of Polchitcha and Beshiceto, north of the river Gradistzka. The village of Gradistzka was captured, despite a fierce defence.

In the centre the Allies progressed in the first rising from Kozak to the north-west, and gained a footing in the heights of Kuchkowlumons. Over 50 guns, including 20 heavy guns and very great booty were captured. The number of prisoners is incessantly growing.

THE ADVANCE IN THE BALKANS.

LONDON, Sept. 18.
In the Balkans the Allies advanced 10 miles on a front of 20 miles and reached the Ceria river. They captured over 50 guns. The Allied losses were slight.

The Bulgars fought stubbornly on the 15th, after which, without trenches, the opposition was weak.

THE ITALIAN FRONT

REPEATED ENEMY THRUSTS
FOILED.

HEAVY ENEMY LOSSES.

LONDON, Sept. 18.

A wireless Italian official report states:—

We repulsed repeated thrusts against our defences at the head of the Seren Valley, and north of the Grappa, inflicting heavy losses.

MUTINY IN GERMAN ARMY.

TROOPS FLING RIFLES FROM TRAIN.

THE HAGUE, Sept. 19.

The *Leeuwarder* reports that a mutiny of German troops, mostly boys of 18, broke out at Aix-la-Chapelle, while they were proceeding to the front. The escort fired, killing eight and wounding many others.

They were driven into the train, but they flung their rifles out of the windows.

ATTEMPTED AIR-RAID ON
EAST COAST.

ENEMY SEAPLANES DRIVEN OFF.

ONE MACHINE DESTROYED.

LONDON, Sept. 18.

The Admiralty states:—
During the past 48 hours the Royal Air Force contingents, co-operating with the Navy, dropped 13 tons of bombs on the Bruges docks and the Marianne aerodrome.

We destroyed 11 hostile machines and drove down seven out of control. Four British machines are missing. Two seaplanes and two aeroplanes engaged a formation of five enemy seaplanes approaching the East Coast. One hostile machine was destroyed. The remainder retiring to the east.

FIGHTING IN SIBERIA.

CZECHO-SLOVAKS NEAR KAZAN.

CITY SAID TO BE IN RUINS.

AMSTERDAM, Sept. 19.

The *Rheinische Westfälische Zeitung* states the Czecho-Slovaks are strongly entrenched near Kazan with plenty of artillery, and claims that Kazan is held by the Soviet but is a mere heap of ruins.

BULGARS AND GERMANS
REPULSED.

ALLIED ADVANCE DEVELOPS.

PARIS, Sept. 19.

The Press military experts, analysing the Macedonian offensive, express the opinion that the entire mass east of the Cerma Bend will soon be cleared up, enabling developments north of Monastir.

Philip, Vukos, and Isop, where the Bulgarians considered they were masters, for evermore should shortly be threatened. The news from Salonika shows that enemy counter-attacks in the Kozulka region, in which the Germans co-operated, were repulsed.

The Allies are continuing their advance on the whole front. The villages of Gradistzka and St. Ravina have been captured.

The enemy continues to abandon enormous material.

ENEMY PRESS COMMENT ON
PRESIDENT WILSON'S REPLY.

AMSTERDAM, Sept. 19.

Commenting on President Wilson's reply to the Austrian Peace Note, the *Rheinische Westfälische Zeitung* states:—
"This cold and chilling scorn and this cool rejection has a more shattering effect than all the semi-official phrases that the man in the White House could have used."

AUSTRALIAN PREMIER ON PEACE.

TO BE DICTATED IN POTSDAM.

LONDON, Sept. 18.

Speaking at a luncheon at the Savoy Hotel to the Australian and New Zealand Press delegates, the Hon. W. A. Hughes, referring to the Austrian peace proposal, said the enemy, beaten on the battle-field, now sought to snatch a victory by camouflage.

Mr. Balfour's reply certainly spoke for the Australians. (Cheers.) President Wilson's reply was very swift and a most unerring blow at the weak joint in the enemy's armour. The enemy's peace but failed, but the enemy would but their books again cunningly a thousand times more, if necessary, but the only peace which would be permitted must be a peace dictated, perhaps in Potsdam, which would ensure that the military power in Germany was forever broken.

A DIPLOMATIC VERSAILLES
URGED.THE TIMES' ON THE NEED
OF UNITY IN DIPLOMACY.

The *Times* states:—
There is much curiosity in diplomatic circles as regards the channel through which the German peace offer was conveyed to Belgium. This and the failure of the Austro-German peace offensive has revived, among the Allied diplomats, the question whether the Allied Governments should not establish a unity of diplomatic control similar to the military unity already achieved. It is urged that the late peace offensive is probably a preliminary manoeuvre and may soon be followed by offensives more precise and less easy to meet. Even if the Allies decide that the Austro-Hungarian Note does not require a concerted Allied reply, though opinions differ on this point, it is suggested that a certain diplomatic Versailles may be indispensable to meet future emergencies with absolute unanimity. Its establishment presupposes the drafting of a definite Allied peace policy as a basis of diplomacy, and it is argued that no time should be lost in this Allied Governments giving this matter their earnest consideration.

DUTCH MINISTER OF MARINE.

THE HAGUE, Sept. 19.

Vice-Admiral Naudin (den Cato), Commanding the Naval station at Willemsoord, has been appointed Minister of Marine.

THE LANCASHIRE COTTON STRIKE.

PREMIER'S APPEAL TO
OPERATIVES.

LONDON, Sept. 17.

Mr. Lloyd George has sent a letter to the Association of Operative Cotton Spinners appealing to the spinners, in the interests of the men who are fighting, to return to work and leave the decision of the disputed matters in the hands of the Government after an inquiry by the Tribunal, to be immediately appointed by the Government.

THE PREMIER'S APPEAL TO
BE DISCUSSED.

LONDON, Sept. 17.

The Press Bureau announces that, as a result of a conference of representatives of the Operative Cotton Spinners' Association, the Board of Trade, and the Labour Ministry, held in London to-day a meeting of the executive of the Association, and a special meeting of the representatives will be held at Manchester to-morrow to discuss the Premier's appeal.

DEATH OF JAPAN'S FOREIGN
MINISTER.

WASHINGTON, Sept. 18.

A message from Tokio announces the death of the Japanese Foreign Minister, Viscount Motono.

Viscount Motono, who was 56 years of age, entered upon his diplomatic career as a translator in the Foreign Office in 1900. He has held appointments in Brussels, Paris, and Petrograd. He was Ambassador at Petrograd from 1906 to 1910. Viscount Motono was one of Japan's delegates to the Peace Conference at The Hague in 1900.—Ed.

THE SILVER MARKET.

LONDON, Sept. 17.

The Silver Market is steady.

EARLIER TELEGRAMS.

THE GREAT BATTLE.

CONTINUED BRITISH PROGRESS.

LONDON, Sept. 18.

Field-Marshal Sir Douglas Haig reports:—
As the result of yesterday's operations we took possession of Holnon village and took several prisoners.

This morning we attacked north-westward of St. Quentin.

Last night the enemy attacked at Mouvaux under cover of a heavy barrage and pressed us back to the western outskirts of the village. By a successful local operation at night-time we slightly advanced our line immediately south of La Bassée Canal.

BRITISH NEARER HINDENBURG
LINE.

LONDON, Sept. 18.

Reuters' Correspondent at British Headquarters, telegraphing to-day, states:—

This morning's attack, extending from south of Gonzeaucourt to the junction of our right flank with the French Army, partook of the character of an overrunning movement, carrying the line well into the enemy outposts and bringing us nearer the Hindenburg system over a wide stretch.

The country hereabouts, consisting of little ridges, gullies and woods, lends itself to elastic defence, which the Germans are now employing. The attack probably surprised the enemy, the night being favourable to the assembly of troops. The preliminary barrage was short and intense. The attack moved in progressive stages as it was necessary to pass while the enemy pockets were being mopped up. The French were reported to be progressing well in conformity with our own advance.

Especially in the region of Savy Wood, news so far is necessarily scraps, as rain was falling when the attack was launched and aeroplane observation is impossible. The weather has since improved. Progress is reported at many places, with stiff fighting at or near Frency, Ronsoy and Ephepy. Prisoners are coming in but the figures are unavailable.

FURTHER PROGRESS BY FRENCH.

LONDON, Sept. 18.

A French communiqué says:—
West of St. Quentin we progressed in the Holnon-Savy district. We have continued to enlarge our gains between the Allette and the Aisne and progressed by local attacks on the plateau east and north of Allennes. We captured, in the morning, after a sharp fight, a strongly held point east of Bapcy.

The number of bodies found north of the Aisne proves the heaviness of the enemy's losses in the recent fighting.

The Germans on the Vesle front, their counter-attacks, our positions in the Glénay region and were repulsed with heavy loss.

Six enemy aeroplanes were killed. One balloon was set on fire on Sept. 16. Bombing squadrons dropped ten tons of bombs at night on enemy stations, bivouacs, and aerodromes, despite a raging tempest.

FRENCH REPULSE ATTACKS.

LONDON, Sept. 18.

A French communiqué states:—
South of the Oise there was artillery activity during the night. Violent enemy counter-attacks in the plateau region north of Sancy were without result. We maintained our gains.

In Champagne and Lorraine we carried out *coup-de-main* and took prisoners.

GENERAL MANGIN'S ACHIEVEMENT.

PARIS, Sept. 18.

A Havas Agency message says:—
General Mangin continues improving his positions west of Chemin-des-Dames in spite of German resistance.

The advance in the St. Gobain Forest region is one of the war's great achievements and General Mangin's men are making one of the most admirable fights of this war.

AERIAL ACTIVITIES.

LONDON, Sept. 18.

The Admiralty reports:—
Royal Air Force contingents, co-operating with the Navy from Sept. 8 to Sept. 15, made several successful raids and dropped over 93 tons of bombs on Bruges Docks and enemy aerodromes with good results. Eleven bombs burst on the quays at Bruges and a fire was started. Uytkerke aerodrome was attacked from a low altitude. One hangar took flame and fires were started among the workshops. The activity of enemy aircraft is below normal. We destroyed three enemy machines and drove down two out of control. Two British machines have not returned and are believed to have landed in a neutral country.

GERMAN REPORT.

LONDON, Sept. 18.

A wireless German official message says:—

The French by a strong thrust in the direction of Rion and southward of the Laffaux-Chavignion road, temporarily penetrated our lines. Our counter-thrust drove them back.

"THE MARVELLOUS SOLDIERS"
OF THE ENTENTE.

PARIS, Sept. 17.

In the Senate, M. Clemenceau, in an eloquent oration, expressed the immense gratitude of the people to the marvellous soldiers of the Entente who were liberating them from the sword of barbarism in their hour of supreme agony. Germany foolishly believed that victory would wipe out her crimes but now a reversal of fortune was compelling the Kaiser's armies to retire and the terrible account between the peoples which Germany had opened would be paid in full.

PERSHING'S PHYSIC FOR THE
BRITISH PREMIER.

LONDON, Sept. 18.

The Press Bureau says:—
General Pershing has replied to Mr. Lloyd George as follows:—Your congratulations are deeply appreciated. It shall be the American Army's endeavour to supply you with occasional doses of the same sort of medicine as needed until final victory is attained.

THE PREMIER CONVALESCENT.

LONDON, Sept. 17.

Owing to Mr. Lloyd George's indisposition, Lord Beaverbrook's dinner in honour of Australian, New Zealand and South African journalists has been postponed till next week.

THE ITALIAN FRONT.

AUSTRIAN REPORT.

LONDON, Sept. 18.

A wireless Austrian official message says:—
The Italians stormed Tasson Ridge in the Monte Permosa region five times, but were driven back each time, after bitter hand-to-hand fighting.

(Continued on Page 2.)

It is stated in the North-German Lloyd Year Book for 1917-18 that the company's ships seized in North and South American and Siamese and Chinese waters represent a loss of freight room of over 100,000 tons. Altogether 115 German and Austrian ships have been confiscated, aggregating 704,000 tons. Regarding the situation after the war, the director-general of the company, Herr Heinke, contends that the proposed shipping pool, which is to exclude German, Austrian and Hungarian lines, will not greatly injure them, as Pool vessels will not be able to enter ports reserved by the Central Powers.

There was a net loss of 518 newspapers in United States and Canadian papers in 1917.

A disastrous scene occurred in Glasgow recently, when hundreds of so-called Bolsheviks held up trams and attacked drivers and conductors. Civilians rushed to their assistance, and a great struggle took place before the police arrived.

THE GOLF MATCH.



First Golfer (after magnificent drive): What do you know about that?
Second Golfer: Well, it's good but, I'll tell you what, we won't play for the usual ball this time. I'll have you on for a War Bond ticket, loser pays.
First Golfer: Right—O! But to make it fair, loser shares if the ticket wins a prize.
Second Golfer: In any case it is \$2.50 for War Charities and I think we ought to "Pay the Piper" for our pleasures in these times.

HONGKONG ST. ANDREW'S SOCIETY

WAR BOND DRAWING

31st December, 1918.

TICKETS ON SALE AT ALL BANKS, HOTELS, CLUBS & STORES.

FOR
CARS on
HIRE

Experienced Chauffeurs
and
Expert Mechanics.

A Large Number of
New and Comfortable Cars
Always in Readiness.

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MERCURY
GARAGE CO.,

59-61 Des Voeux Road Central.

Arrangements
for Special
Occasions

THE EDISON-DICK

MIMELKATH

DUPLICATOR

INSPECTION INVITED

MUSTARD & CO.,

4, DES VOEUX ROAD CENTRAL.

TELEPHONE 1194.

AGENTS in FOCHOW, AMOY, SWATOW and CANTON:
BRITISH AMERICAN TOBACCO CO.

A handy lad with a hammer can do it well!

But we employ men who are expert to demonstrate the best way to use

"MALTHOID"

These men have learned from experience and will give you the benefit of their experience

FREE!

It will make a great difference in your roof!

CHEAP!
CLEAN!
WATERPROOF!

Agents, BRADLEY & Co., Ltd.,
HONGKONG

HONGKONG THEATRE PROGRAMME

TO-NIGHT SCREENING TO-NIGHT!

A Special Comedy Programme Featuring Charlie Chaplin

THE EMIGRANT in Two Parts

EASY STREET in Two Parts

BEHIND THE SCREEN in Two Parts

SATURDAY, 21st Sept.

7th and 8th Episodes

THE SECRET KINGDOM

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

VESSELS dispatched to the Undermentioned PORTS:

LONDON AND BOMBAY, via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI AND KOBE.

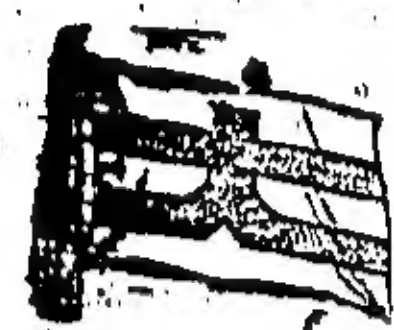
LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

LONDON AND BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Wireless on all steamers.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING to apply to: P. L. KNIGHT, Acting Superintendent, P. & O. S. N. Co's Office.



O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

GENOA LINE: Monthly service via Singapore, Bombay and Port Said. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's Steamers.

NORTH AMERICAN LINE: Regular fortnightly services between Hongkong and Puget Sound Ports touching at intermediate Ports in Japan.

"ARABIA MARU".....Saturday, 31st Sept., at Noon.

"MEXICO MARU".....Monday, 23rd Sept., at 3 p.m.

SOUTH AMERICAN LINE: Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE: Regular fortnightly service for Bombay calling at Singapore and Colombo.

JAVA LINE: Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE: Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

FORMOSA LINE: The steamer will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the Wharf Telephone No. 78 will be fixed.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU".....Thursday, 26th Sept., at 9 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU".....Sunday, 22nd Sept., at Noon.

FOR SAILING DATES AND FURTHER PARTICULARS PLEASE APPLY TO

K. YAMASAKI, Manager.

No. 1, Queen's Building.

JAVA-SAN FRANCISCO

via SINGAPORE, MANILA, HONGKONG, JAPAN AND HONOLULU. Joint Service of the "NEDERLAND" and "ROTTERDAM LLOYD" Royal Mail Lines. Next departures from HONGKONG:

To SAN FRANCISCO

Steamers Tons Sails

WILIS.....8,000.....31st September.

REMBRANDT.....10,000.....1st October.

These superior passenger-steamers have excellent accommodation for first and second class saloon passengers.

For further particulars apply to:

JAVA-CHINA-JAPAN LINE, Agents.

Telephone 1974-1975-1976.

OCEAN TRANSPORT CO., LTD. (TAIYO KAIUN KAISHA)

FOR SINGAPORE & RANGOON.

S.S. "YAHKO MARU"

on or about 20th September.

For Space and Particulars apply to:

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINE.

Sailings from Hongkong.

For freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

For Sailing dates Freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO ALL
SHANGHAI	YINCHOW	Sept. 21, at 4 p.m.
SWATOW & SINGAPORE	CHENGTA	Sept. 22, at 10 a.m.
WUHAIR and TIENTSIN	SUNGBOW	Sept. 23, at 3 p.m.
SHANGHAI	SUNGBOW	Sept. 24, at 4 p.m.
SHANGHAI	SUNGBOW	Sept. 27, Daylight.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Electric Light and Fans. Bath and State-rooms. Regular service between Canton, Hongkong and Shanghai. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipments at Wootung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAN
SHANGHAI via SWATOW	TAISANG	SUNDAY, Sept. 22, Daylight.
SHANGHAI via FOOCHOW	WOSANG	TUESDAY, Sept. 24, Daylight.
HAIPHONG	TAISANG	WEDNESDAY, Sept. 25, at 7 a.m.
MANILA	TUENSANG	FRIDAY, Sept. 27, at 3 p.m.
SANDAKAN	MAUSANG	TUESDAY, Oct. 1, at Noon.

CALCUTTA LINE—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "Kwangsang" and "Vidua," calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

SINGAPORE LINE—The s.s. "Van der Wijck" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers, and is fitted throughout with Electric Light and Fans and also carries a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—A sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlements, are requested to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Tel. No. 215.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED AND CASHED.

BAGGAGE collected, forwarded and insured at lowest rates. Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

Telegraphic Address "COUPON." THOS. COOK & SON, Hongkong Hotel Buildings, Hongkong.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

The latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, or other influences. It dispenses, stimulation, defective circulation, nervous dyspepsia, loss of vitality, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, nervousness, tremors, restlessness, that settle to nothing, irritability of temper, female complaints, hysteria, headache, nervous depression, wasting diseases, consumption, night sweats, muddy, yellowish, watery, etc. are all so many different phases of brain and nerve weakness and exhaustion, the cause of by far the greater portion of the misery, ill-health and despondency by which we are afflicted on every hand. This can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerve, arrests abnormal discharges, restores the failing energies, and imparts new life and vigour to those who had previously seemed tired out and run down.

VETARZO Blood Medicine. See next insertion for full particulars. Send stamped addressed envelope for free booklet or P.O. 215 for "Trial Bottle of either remedy" to "THE VETARZO REMEDIES CO., GOSPEL GATE, LONDON." Unprincipled vendors may try to sell you something else for the extra 10% but accept it, but insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. SOLD BY DOCTORS. DRUG CHEMISTS.

OAKLEY'S
WELLINGTON KNIFE POLISH
SILVER SMITHS BLACK LEAD SOAP
POLYBRILLIANT METAL POMADE
JOHN OAKLEY & SONS LIMITED, "Whitby Works" Ltd., London.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. A. E. Hodgins	TUESDAY, 24th Sept. at 1 p.m.
KAIHONG	Capt. J. W. Evans	FRIDAY, 27th Sept. at 1 p.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co. General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry). "CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" October 21st. "CHINA" November 18th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent

Prince's Buildings, Ice House Street. Tel. 1934.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	21,000	2nd October
KOREA MARU	20,000	31st October
SIBERIA MARU	20,000	12th November
TENYO MARU	21,000	23rd November

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALLAO, ARIQUA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong

ANYO MARU.....15,500.....Sept. 25th.

NIPPON MARU.....11,000.....Nov. 8th.

KIYO MARU.....17,300.....Jan. 8th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER, KING'S BUILDING.

Telephone Nos. 2374 and 2375.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO: SINGAPORE.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to

THE BANK LINE LIMITED

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice

THE BANK LINE, LTD.

Or to REISS & Co., Canton. General Agents.

SHIPPING

P. & O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, BOMBAY.

EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading issued for BATA-

VIA PERSIAN GULF, CONTINENT.

TAL, AMERICAN AND SOUTH

AFRICAN PORTS.

THE Homeward Mail Steamer carry-

ing this Company's Mail will be

despatched from this port as usual taking

Passengers and Cargo for the above ports

Passengers' accommodation in the con-

necting vessel is secured before departure

from Hongkong.

Silk and Valuable Cargo for Italy,

France and London (under arrangement)

will be conveyed in this steamer

proceeding via Bombay and there

transhipped to the oncoming steamer

for Marseilles and London.

Parcels will be received at this Office

until 3 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, sailing dates

etc. apply to

P. L. KNIGHT,

Acting Superintendent

Hongkong, Nov. 23, 1919.

2319

NOTICES TO CONSIGNEES

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LINE.

NOTICE TO CONSIGNEES.

THE Steamship "NIAS"

having arrived from SAN FRANCISCO.

Consignees of Cargo by her are notified

that all Goods are being landed at their

risk into the hazardous and/or extra

hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown Co.,

Ltd., whence and/or from the Wharves

delivery may be obtained.

No claims will be admitted after the

Goods have left the Godowns and all

Goods remaining undelivered after noon

the 25th Sept., will be subject to rent.

All claims against the steamer must be

presented to the undersigned on or

before the 25th Sept. or they will not

be recognised.

All broken, chafed and damaged Goods

are to be left in the Godowns, where

they will be examined on the 24th

Sept., at 10 a.m. by the Company's

surveyors, Messrs. Godard & Douglas.

No insurance whatsoever has been

effected.

Bills of Lading will be countersigned

by

JAVA-CHINA-JAPAN LINE,

Agents.

Hongkong, Sept. 18, 1919.

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NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"EURLIOCHUS"

are hereby notified that the Cargo will

be discharged into Holt's Wharf, Kow-

loon, where it will lie at Consignee's risk.

The Cargo will be ready for delivery from

Godown on and after 18th September.

Optional cargo will be landed, unless

notice has been given prior to steamer's

arrival.

All broken, chafed, and damaged Good

are to be left in the Godowns, where

they will be examined on any Tuesdays

and Fridays between the hours of 10.45

a.m. and noon within the free storage

period.

No claims will be admitted after the

Goods have left the steamer's Godown,

and all Goods remaining undelivered

after the 25th Sept., will be subject

to rent.

All claims against the Steamer must be

presented in writing within 10 days

SHIPPING

KWOK MAN FAT
Chief Manager
